Distr.
GENERAL

TD/B/C.4/323
18 April 1990

United Nations Conference on Trade and Development

Original: ENGLISH

TRADE AND DEVELOPMENT BOARD
Committee on Shipping
Fourteenth session
Geneva, 21 June 1990
Item 3 of the provisional agenda

INVENTORY OF EXISTING MANDATES AND NEW DRAFT PROGRAMME OF WORK IN THE FIELDS OF MULTIMODAL TRANSPORT AND TECHNOLOGICAL DEVELOPMENT

Report by the UNCTAD secretariat

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Abbreviations

ASYCUDA	Automatic system for Customs accounting and statistical data acquisition control and management
COCATRAM	Comisión Centroamericana de Transporte Marítimo
EDP	Electronic data processing
EDI	Electronic data interchange
EDIFACT	Electronic data interchange for administration, commerce and transport
GATT	General Agreement on Tariffs and Trade
FBL	FIATA bill of lading
FIATA	International Federation of Freight Forwarders Associations
ICC	International Chamber of Commerce
IICL	International Institute of Container Lessors
ISCOS	Intergovernmental Standing Committee on Shipping
ISO	International Organization for Standardization
MT document	Multimodal transport document
MTO	Multimodal transport operator
MULTISHIP	Generic name for UNCTAD-developed computer software for multimodal transport operators
NVO-MTO	Non-vessel-operating MTO
OECD	Organization for Economic Co-operation and Development
SUCOP	Ship users' co-operation project
TC 104	ISO technical committee no. 104
TRAINMAR	Training in maritime transport
UN/EDIFACT	United Nations electronic data interchange for administration, commerce and transport
VO-MTO	Vessel-operating MTO

Introduction

(i). In its resolution 61 (XIII), II, paragraph 6, the Committee on Shipping requested the UNCTAD secretariat,

- "to prepare a detailed inventory of, and report on, the studies on multimodal transport and containerization so far carried out under decision 36 (IX) and listed in outline in TD/B/C.4/(XIII)/CRP.2,
- to complete those still outstanding, and
- to present the results for consideration and evaluation by the fourteenth session of the Committee on Shipping with a view to that session reviewing and deciding on its draft programme of work and priorities in this field."[1]

(ii). In so far as multimodal transport training is concerned, the present report also answers, in a limited way, the request made in paragraph 20 of the same resolution.

(iii). The present report has been prepared in response to these requests. It is divided into three parts:

(a) A detailed inventory of the studies carried out in response to decision 36 (IX);

(b) A presentation of the results of these studies; and,

(c) A suggestion for possible further work in the field of multimodal transport, containerization and technological development which the Committee on Shipping may wish to consider and endorse where appropriate.

(iv). Pursuant to Economic and Social Council resolution 2090 (LXIII) and General Assembly resolution 32/206, the Trade and Development Board decided, in its decision 164 (XVIII) "to entrust the work on the global aspects of multimodal transport and containerization, wherever there is a sea link, to the Committee on Shipping." In particular, the Committee on Shipping was asked:

(1) "To promote understanding and co-operation in the field of multimodal transport and containerization and to be available for the harmonization of the relevant policies of governments and regional economic groupings which fall within the competence of the Trade and Development Board.

(2) To study, make recommendations, and undertake measures where appropriate on the ways in which international multimodal transport can most appropriately contribute to the accelerated development and facilitation of international trade, in particular of developing countries. Particular attention should be paid to the economic and related analysis of international multimodal transport, including its effects on trade, the balance of payments, and marketing and total distribution costs, as well as to the related policies and legislation of governments on matters which fall within the competence of the Trade and Development Board.

(3) To make recommendations designed to promote the interests of shippers and the participation of multimodal transport operators of developing countries in international trade."

(v). As a consequence, the Committee on Shipping adopted its programme of work in these fields in its decision 36 (IX), which is divided into two parts. The first part establishes general priorities for the secretariat in its programme of work as set out in the annex to the decision. It also highlights areas to which the Committee wished priority to be given. The second part is contained in the annex. This details the programme of work for the Committee on Shipping in the field of multimodal transport and containerization and establishes areas for action in the short and medium terms for the secretariat. Work conducted according to these instructions was to be carried out within existing resources and no

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1 Report of the Committee on Shipping on its thirteenth session, (TD/B/C.4(XIII)/Misc.2

time limits were set for its completion.

(vi). At subsequent sessions, the Committee on Shipping adopted several additional decisions or resolutions dealing either wholly or partly with questions of multimodal transport and containerization.[2] In these decisions and resolutions, certain additional mandates were given to the UNCTAD secretariat. At the fifth and sixth sessions of the United Nations Conference on Trade and Development, resolutions 120 (V) and 144 (VI) were adopted. These two resolutions also gave several mandates relating to multimodal transport and containerization to the UNCTAD secretariat.

2 Decision 47(X), TD/B/921-TD/B/C.4/254, Annex 1, Resolution 55(X) TD/B/1034-TD/B/C.4/286, Annex 1, Resolution 60(XII) TD/B/1123-TD/B/C.4/307, Annexes, Resolution 61(XIII) TD/B/1170-TD/B/C.4/318, Annex 1.

SUMMARY AND CONCLUSIONS

A. Proposed new programme of work

1. Trade and Development Board decision 169 (XVIII) and Committee on Shipping decision 36 (IX) contain the Committee's programme of work in the field of multimodal transport and containerization. The following new draft programme proposed by the UNCTAD secretariat in these fields is therefore based on the mandate given by the Board to the Committee and the Committee's own programme of work. The proposed new programme has as its object to update the contents of the annex of the latter decision.

2. Resolution 61 (XIII), paragraph 6, requests the secretariat "to present the results of the inventory for consideration and evaluation by the fourteenth session of the Committee so that it may review and decide on its draft programme of work and its priorities in this field." To facilitate the work of the Committee, the secretariat has taken the initiative of drafting such a new programme of work summarizing the various suggestions made in the report below. The Committee may wish to consider this draft as a basis for discussion.

(a) Undoubtedly, the most worrying, but also the important, issue in the progress of multimodal transport is the technological development in the use of information technology such as electronic data processing (EDP) and electronic data interchange (EDI) by the transport industry. The Committee on Shipping may consequently find it appropriate to request the UNCTAD secretariat to study the effects on developing countries and their transport operators of the introduction of EDP and EDI and to make recommendations on measures developing countries may wish to take to cope with this technological development.

(b) The second most important development is probably that of the extension of multimodal transport operations into total distribution ones. For this reason the Committee on Shipping may wish to request the UNCTAD secretariat to undertake in-depth studies of the effects on the fragile economies of indigenous multimodal transport operators (MTOs) in developing countries and their transport operators of the development of physical distribution or total transport chains and how they most appropriately may participate therein. The study may also cover possible entry barriers for MTOs from developing countries in entering the international multimodal transport market, including possible restrictive business practices of developed countries to control this market, and make recommendations thereon.

(c) Closely related to this subject would come the possible steps developing countries' MTOs might take to remain competitive against the onslaught of superior transport technology. The Committee on Shipping may therefore find it useful to request the UNCTAD secretariat to propose measures, including the establishment of national or subregional working groups to assist with the introduction of multimodal transport in developing countries and the creation of joint ventures that would render MTOs from developing countries more competitive.

(d) Inevitably connected to these issues is that of possible regulatory measures, including harmonization and subregional co-ordination, in order to permit free and fair competition, but to prevent abuse of superior market power. It is suggested that the Committee on Shipping may wish to request the UNCTAD secretariat to study the types of measures which developing countries might wish to adopt to safeguard their national interests without creating commercial or legislative barriers to free and fair competition in the fields of multimodal transport and physical distribution services. The study would include the development of guidelines and models for harmonization and simplification of administrative (and Customs) procedures; the need to establish national and/or subregional working groups (such as committees on facilitation and multimodal transport) that can assist with the introduction of multimodal transport in a country or subregion; and ways and means of harmonizing national transport and commercial laws.

(e) To enhance the capabilities of MTOs in developing countries, the Committee on Shipping may also decide to ask the UNCTAD secretariat to study existing minimum standards for MTOs in developed and developing countries and to make recommendations for non-mandatory model standards for MTOs to the Committee. At the same time the Committee may wish to endorse the suggestion made by the of the Group of Experts on Economic Co-

operation among Developing Countries that the UNCTAD secretariat should give advice to MTOs on the drafting of combined or MT documents.

(f) Since freight forwarders are often the forerunners of MTOs, the enhancement of the freight forwarding industry in developing countries has become particularly important. For this reason the Committee on Shipping may wish to request the UNCTAD secretariat to continue its work to assist freight forwarders in developing countries to gain increased competence. This work should include an evaluation of the usefulness of creating a professional association of MTOs, a diagnosis of the revenue sharing of multimodal transport operations between developing and developed countries with an attempt to quantify earnings/savings or losses to developing countries, and a study of the need for an international convention on freight forwarding.

(g) The question of the increasing size of leasing companies and the effect this may have on the level of container leasing fees may need to be considered. The Committee on Shipping may consequently wish to ask the secretariat to undertake a study the concentration of market power in the leasing industry and the effects of this development on the economies of MTOs from developing countries. The Committee may wish a part of this study to be devoted to the possibility of creating subregional container pools as a counterweight to the market power of "super container lessors".

(h) All these important issues require a greatly improved level of information and training in developing countries. The Committee on Shipping may consequently decide to request the UNCTAD secretariat to undertake an in-depth analysis of additional training needs in the operational aspects of freight forwarding and multimodal transport in close consultation with FIATA and other regional or subregional freight forwarding bodies as well as with the regional commissions and to develop, as necessary, additional training material for freight forwarders and MTOs, and to undertake such additional training as may be required. The Committee may also wish to instruct the UNCTAD secretariat to prepare a handbook containing the basic concepts of multimodal transport for officials and practitioners alike.

(i) At a lower level of importance may be the updating certain earlier studies such as studies on multimodal sea/air transport and route and commodity studies of containerized banana transport but the Committee may, nevertheless, wish to request the secretariat to carry out such updating in view of the latest developments in these fields.

(j) In view of the introduction by major vessel-operating MTOs of new containers with larger-than-existing dimensions, in many cases creating operational difficulties for ports and inland transport infrastructure in both developed and developing countries, and of the possibility that these new container sizes may be included in international standards, the Committee on Shipping may wish to request the secretariat to undertake a study on the possible economic, social and environmental impact of these new container dimensions.

(k) As mentioned below in this document, there are also a number of recurring tasks which will need to be dealt with. Since these, by their nature, are not tasks that can be "completed" it is assumed that they will continue to form part of the secretariat's tasks.

(l) Finally, the Committee on Shipping may wish to urge multilateral or bilateral donors to assist not only with the development of training material, but also with the execution of training activities. The Committee may wish to stress that these activities should be designed, as far as possible, to promote co-operation among developing countries.

B. Group of experts on Multimodal Transport

3. Document TD/B/C.4/314 highlighted, in paragraph 82, the problem facing the Committee on Shipping when discussing multimodal transport issues, *viz.*, the lack of multimodal transport and technological development expertise in regular Committee meetings, and noted the establishment, in other United Nations institutions, of formal structures, including working parties or standing groups of experts, to deal with matters of a highly specialized nature. It was suggested, in that document, that the Committee on Shipping should either consider the establishment of a similar structure, i.e., a group of experts to meet on a regular basis to deal with multimodal transport issues, or devote a major part of the work of the fourteenth session to deal with multimodal transport as this would allow

Governments to send delegates who are specialists in multimodal transport issues to be present and in this way stimulate substantive discussion and decisions on multimodal transport.

4. The Committee chose the second solution for the fourteenth session. However, is it hardly realistic to assume that it would be possible for the Committee also to devote such a substantial portion of its limited resources to multimodal transport issues at future sessions, important though the subject may be.

5. The Committee may consequently wish to reconsider the suggestion contained in paragraph 82 of the above mentioned document, i.e., the creation of a working group or a group of experts on multimodal transport that could meet at regular intervals, assembling recognized international multimodal transport experts to deal with multimodal transport issues in a manner similar to what is done under the Working Group on International Shipping Legislation (WGISL).

Chapter I

DETAILED INVENTORY OF DECISION 36 (IX) STUDIES

6. In resolution 61 (XIII) a detailed inventory of work carried out according to earlier mandates given, was requested by the Committee on Shipping. The outline contained in document TD/B/C.4/(XII)/CRP.2 was to be used as a guide. Since the Committee did not consider this outline sufficiently detailed, the secretariat endeavours in this chapter to give additional information in order to satisfy this request.

7. Any attempt to match the reports and studies undertaken with the text of the decision faces the problem of the duplication contained in that text. Such duplication comes from the Committee's resolve to highlight areas to which it wished priority to be given, in the main part of the decision, and then listing these areas again in the annex. In order not to repeat this duplication and to reduce the length of the report as much as possible, the present inventory has been limited to reporting on the work requested in sub-paragraphs (d) and (e) of the decision plus the work requested in the annex. There are cases where one mandate has resulted in several reports or where several mandates are covered in one report. In the latter case the document is cited for each of the mandates.

Mandates according to decision 36(IX)

Mandate	**Secretariat's Action**
The Committee on Shipping decides to:	
(d) Request the UNCTAD secretariat to prepare a report on the practices of liner conferences in relation to container tariff rules and the feasibility of preparing model container tariff rules, taking into account views of shippers, shippers' organizations, container ship operators and liner conferences, and submit it for consideration to the Committee at its tenth session;	TD/B/C.4/242 and Corr. 1: Protection of shippers' interests: practices of liner conferences in relation to container tariff rules and the feasibility of preparing model container tariff rules (10th session).
(e) Request the UNCTAD secretariat to study and analyse existing experiences in multimodal transport operations where such operations are at present taking place and, in particular, those relating to the relationship that exists between shippers and multimodal transport operators as well as to the application of systems, and in general all those which the secretariat considers of particular interest for the developing countries.	TD/B/C.4/274: Adaptation to multimodal transport and containerization in developing countries (11th session). UNCTAD/SHIP/587: Adaptation to multimodal transport and containerization in the foreign trade of selected countries (non-sessional). It would be possible to cite several other reports that also study and analyze existing experiences in multimodal transport.

Annex

Programme of work of the Committee on Shipping in the field of multimodal transport and containerization

1. The UNCTAD secretariat should review as a priority, and from time to time, the activities of other institutions with the United nations system and international and governmental organizations concerning technical assistance and international financing and aid in the field of multimodal transport and	TD/B/C.4/229: Review of studies and activities of other institutions within the United Nations system and of intergovernmental and non-governmental organizations concerning technical assistance and international financing and aid in the field of multimodal transport and containerization (10th session).

containerization, and, where appropriate, make recommendations in order to facilitate the co-ordination of these activities by the appropriate United Nations bodies.

TD/B/C.4/314: Work programme on Shipping - (paras. 31-36) Review of activities of other institutions in multimodal transport (13th session).

I. Areas for Action in the Short Term

A. Establishment of indigenous multimodal transport operators in developing countries

2. With regard to the problem of establishing multimodal transport operators in developing countries, due consideration will be given to the preparation of a set of guidelines in the form of recommendations for the promotion of indigenous multimodal transport operators in developing countries, with a view to facilitating multimodal transport and promoting the interests of all those involved in international multimodal transport, including shippers and multimodal transport operators.

TD/B/C.4/243: The relations among interested parties in multimodal transport (10th session).

TD/B/C.4/278 and Corr. 1: National policy measures concerning multimodal transport and containerization (11th session).

B. Technological developments in unitization of cargo in multimodal transport

3. In view of the capital-intensive and labour-saving character of the new transport technologies which create difficulties for many developing countries, particularly the least developed amongst them, the UNCTAD secretariat should undertake studies of these new transport technologies for the purpose of determining how they can best be adapted to the requirements of developing countries and submit the results of these studies to the Committee for its consideration.

TD/B/C.4/238 and Rev.1: Guidelines on the introduction of containerization and multimodal transport and the modernization and improvement of the infrastructure of developing countries (10th session).

TD/B/C.4/268: The use of computer software programmes in shipping companies and multimodal transport operators (11th session).

C. Container standards for multimodal transport

4. With its interest in ensuring optimum use of investment in ships and containers and with the object of promoting the efficiency of transport operations at lowest possible cost, the Committee will keep activities in the field of the international standardization of containers and related equipment under constant review. The UNCTAD secretariat should, therefore, in co-operation with the Inter-Governmental Maritime Consultative Organization and the International Organization for Standardization, report to the Committee from time to time on the economic implications of these developments.

TD/B/C.4/235: Report on developments in standardization of containers and related activities (10th session).

TD/B/C.4/270: Review of developments in standardization of containers and related activities (11th session).

TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 80-102) Review of developments in standarization of containers and related activities (12th session).

TD/B/C.4/314: Work programme on Shipping - (paras. 16-30) Developments in the standardization of containers (13th session).

II. Programme of Work in the Medium Term

A. Relationship between partners in international multimodal transport and the institutional framework of such transport

5. For the purpose of facilitating the tasks entrusted to the Committee, the UNCTAD secretariat, without duplicating work already done and in close co-operation with appropriate bodies, should collect and supply the Committee with material relating to national and regional policies and practices concerning

multimodal transport and containerization. The studies should also deal with the question of the establishment of multimodal transport operators and review the economic effects of multimodal transport operations undertaken by indigenous operators on the national economy and the promotion of trade. In this connection, the following questions will deserve special attention:

(a) The extent to which existing machinery for consultations between liner conferences, shippers' organizations and appropriate authorities is at present dealing with matters relating to multimodal transport and containerization.	TD/B/C.4/242 and Corr. 1: Protection of shippers' interests: practices of liner conferences in relation to container tariff rules and the feasibility of preparing model container tariff rules (10th session).
(b) Any special obstacles and difficulties affecting the functioning of such machinery in multimodal transport and containerization.	TD/B/C.4/242 and Corr. 1 (ditto).
(c) National policy measures concerning multimodal transport operations and containerization, including consultation measures.	TD/B/C.4/278 and Corr. 1: National policy measures concerning multimodal transport operations and containerization (11th session).
(d) The relationship between multimodal transport operators, actual carriers and shippers.	TD/B/C.4/243: The relationship among interested parties in multimodal transport (10th session).
(e) The role of multimodal transport operators in the development and facilitation of the international trade of developing countries.	The role of MTOs in the development and facilitation of the international trade of developing countries permeates the Reference Manual for the Multimodal Transport Workshops as well as all documents on multimodal transport. Some examples may be: UNCTAD/ST/SHIP/4: Guidelines for the establishment of multimodal transport operators in developing countries (non-sessional). TD/B/C.4/302: Summary report on measures towards the implementation of the MT Convention and the Hamburg Rules (paras. 1-40) Guidelines for the establishment of multimodal transport operators in developing countries (12th session).
(f) Constraints and problems affecting the establishment of multimodal transport operators in developing countries and possible solutions to those problems.	UNCTAD/ST/SHIP/4: Guidelines for the establishment of multimodal transport operators in developing countries (non-sessional).
(g) Advantages and disadvantages of leasing containers and container ships and related equipment.	TD/B/C.4/314: Work programme on shipping - (paras. 37-55) Advantages and disadvantages of container leasing (13th session). A report on ship leasing will be submitted to the 15th session of the Committee.
(h) Areas for regional and subregional co-operation in promoting the activities of indigenous multimodal transport operators in developing countries.	UNCTAD/ST/SHIP/4: Guidelines for the establishment of multimodal transport operators in developing countries (paras. 102-114) (non-sessional). TD/B/C.4/AC.9/2: Co-operation among developing countries in shipping, ports and multimodal transport (*Ad-hoc* intergovernmental

Group of Senior Officials on co-operation among developing countries, November 1987).

B. Economics of unitization and adequacy of service in international multimodal transport

6. In order to be able to report to the Committee, the UNCTAD secretariat should undertake studies of the unitized transport of selected commodities, as well as of selected routes, so as to assess the economic and social advantages and disadvantages of such transportation, and recommend, where appropriate, remedial measures.

TD/B/C.4/208 and Add. 1, also issued as TD/B/IPC/Hard Fibres/20: Containerization of abaca on the Philippines/Japan route and its possible implications for the shipment of other fibres, particularly jute (5th preparatory meeting on hard fibres).

7. These studies should without duplicating work already carried out or being carried out in other forums, identify possible obstacles to unitization, give shippers guidance, where appropriate, and cover new types of services on multimodal transport trade routes which are of interest to the trade of developing countries.

TD/B/C.4/250 and Corr. 1, also issued as TD/B/IPC/Bananas/8: Palletization and containerization of bananas: a case study of the trade from Central America and the Caribbean to gulf ports of the United States and to Europe (10th session).

C. Technological developments in multimodal transport

8. The Committee will give special attention to the importance of modern transport technologies in order to promote assistance to developing countries and to support the regional commissions and the modal specialist organizations on questions connected with the economic and related aspects of technological development in the field of multimodal transport, including containerization and other systems of unitization.

TD/B/C.4/238 and Rev. 1: Guidelines on the introduction of containerization and multimodal transport and the modernization and improvement of the infrastructure of developing countries (10th session).

9. For the Committee's consideration in these aspects, the UNCTAD secretariat should prepare some representative case studies indicating how different developing countries have adapted containerization to their needs, and should prepare studies on methodologies for investment in the unitization of cargoes, with a view to determining the most suitable forms of transport technologies to be employed. The UNCTAD secretariat should in this connection prepare recommendations for possible areas of co-operation in this field among developing countries and for actions which the developing countries might take to ensure that such technologies are used.

TD/B/C.4/274: Adaptation to multimodal transport and containerization in developing countries (11th session).

UNCTAD/SHIP/587: Adaptation to multimodal transport and containerization in the foreign trade of selected countries (non-sessional).

10. The UNCTAD secretariat should report to the Committee on the use of multimodal transport and containerization in international trade. These reports should cover national and international legislation and give particulars of regulations of an economic nature...and data which indicate the extent to which developing countries have introduced multimodal transport and containerization.

TD/B/C.4/278 and Corr. 1: National policy measures covering multimodal transport operations and containerization (11th session).

TD/B/C.4/314: Work programme on shipping - (paras. 56-57) Commercial risk factor in container terminal management (13th session).

TD/B/C.4/314: Work programme on shipping - (paras. 1-15) Model rules for multimodal container tariff and the reference library for multimodal container tariff rules (13th session).

D. Technical co-operation and interregional seminars

11. The Committee will consider the question of technical assistance to developing countries

On-going project on technical assistance and co-operation; seminars on promotion of multi-

and support given or to be given to the regional and subregional organizations in connection with matters having a bearing on the economic and related aspects of multimodal transport, including containerization and other systems of unitization. The UNCTAD secretariat should be available to execute projects of technical co-operation in multimodal transport financed by multilateral or bilateral sources of funds, as well as to organize training courses. These activities should be designed, as far as possible, to promote co-operation among developing countries.

12. The UNCTAD secretariat will give guidance and assistance, on request, to the Governments of developing countries in the implementation of the United Nations Convention on International Multimodal Transport of Goods, and the experience in the implementation of the Convention will be analysed by the UNCTAD secretariat, which should report periodically to the Committee on Shipping on progress towards the implementation of the Convention.

modal transport in developing countries.

TD/B/C.4/262: The UNCTAD programme of technical assistance and training in shipping, ports and multimodal transport (11th session).

TD/B/C.4/282: The Trainmar programme (11th session).

UNCTAD/ST/SHIP/10: Technical assistance and training activities (non-sessional). (paras. 171-181) Technical assistance and training (13th session).

TD/B/C.4/236: Status of the Convention on International Multimodal Transport of Goods (10th session).

TD/B/C.4/249: Status of the United Nations Convention on the Carriage of Goods by Sea (10th session).

TD/B/C.4/302: Summary report on measures towards implementation of the UN Convention on International Multimodal Transport of Goods and the Hamburg Rules (12th session).

Other mandates given to the UNCTAD secretariat in accordance with its programme of work in the field of multimodal transport and containerization

Fifth session of the United Nations Conference on Trade and Development

Resolution 120(V) Participation of developing countries in world shipping and the development of their merchant marines

The United Nations Conference on Trade and Development:

7. Further requests the UNCTAD secretariat:

(b) To prepare guidelines to assist developing countries in the introduction of containerization and multimodal transport and the modernization and improvement of their infrastructure, including ports, so that those countries can derive the maximum benefits from new technologies;

TD/B/C.4/207 and Add.1: Multimodal transport: liner conference container rules (9th session). See also reports prepared according to decision 47 (X) (10th session).

TD/B/C.4/238 and Rev.1: Guidelines on the introduction of containerization and multimodal transport and the modernization and improvement of the infrastructure of developing countries (10th session).

UNCTAD/SHIP/587: Adaptation to multimodal transport and containerization in the foreign trade of selected countries (non-sessional).

UNCTAD/SHIP/193: Organization and promotion of freight forwarding in developing countries (non-sessional).

(c) To carry out, in co-operation with the International Civil Aviation Organization, appropriate studies on air-cargo movement in the context of multimodal transport, so as to increase the transport fleets of developing countries and to facilitate the export

TD/B/C.4/233: Multimodal air cargo movements as a means of facilitating the export of goods by air from developing countries and of increasing the air transport fleets of developing countries (10th session).

of goods by air as desirable;

Tenth session of the Committee of Shipping

Decision 47(X) Multimodal Transport and Containerization

The Committee on Shipping decides:

a) To request the Secretary-General of UNCTAD to collect necessary information on policy measures adopted in different countries in relation to multimodal transport operations and containerization, in co-operation with relevant international organizations, and to submit to the Committee at its eleventh session a study on national policy measures concerning multimodal transport operations and containerization as defined in decision 36(IX) adopted by the Committee on 13 September 1980;

TD/B/C.4/278 and Corr. 1.: National policy measures concerning multimodal operations and containerization (11th session).

b) To request the Secretary-General of UNCTAD to draw the attention of the States members of UNCTAD to the United Nations Convention on International Multimodal Transport of Goods and to continue to give guidance and assistance, on request, to the Governments of developing countries in the implementatin of this Convention;

Note Verbale of the Secretary-General.

Workshops on multimodal transport.

c) To request the Secretary-General of UNCTAD to convene during 1983, within the available resources, a group of experts;

Group of Experts meeting convened.

d) To request the UNCTAD secretariat to prepare and make available to the group of experts the relevant documentation to facilitate its work.

TD/B/C.4/AC.5/2: Some aspects of container tariff rules and elements of possible relevant principles for developing model rules for multimodal container tariffs (non-sessional) (See also TD/B.C.4/242 and Corr. 1 above).

TD.B/C.4/AC.5/3: Practices of independent ocean carriers and NVO-MTOs in relation to container tariff rules (non-sessional).

e) To request the group of experts to submit to the Committee on Shipping at its eleventh session a report of its findings and recommendations for consideration by the Committee.

TD/B/C.4/267 - TD/B/C.4/AC.5/7: Final report by the group of experts on model rules for multimodal container tariffs (non-sessional).

Sixth session of the United Nations Conference on Trade and Development

Resolution 144(VI) UNCTAD Activities in the Field of Shipping

The United Nations Conference on Trade and Development,

8. Further urges the Group of Experts on Model Rules for Multimodal Container Tariffs... to expedite [its] work in [this] area;

The Group completed its work.

9. Requests the Secretary-General of UNCTAD,... for the Committee on Shipping,...to examine...the rights and duties of container terminal operators and users;

UNCTAD/ST/SHIP/6: Rights and duties of container terminal operators (non-sessional).

TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal

	Convention and the Hamburg Rules - (paras. 68-79) Rights and duties of container terminal operators and users (12th session).
10. Calls upon the Secretary-General of UNCTAD:	
(b) To elaborate, in close collaboration with the relevant commercial parties, a standard form and model provisions for multimodal transport documents;	TD/B/C.4/269: Elaboration of a standard form and model provisions for multimodal transport documents (11th session). TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 41-57) Standard form and model provisions for multimodal transport document (12th session). UNCTAD/ST/SHIP/5: Elaboration of a standard form and model provisions for multimodal transport documents (non-sessional).
(c) To elaborate guidelines to be disseminated on the application of computer software packages to multimodal transport;	UNCTAD/SHIP/508: Preinvestment shipping and containerization models (non-sessional). TD/B/C.4/268: The use of computer software programmes in shipping companies and multimodal transport operators (11th session).
11. Requests the Secretary-General of UNCTAD to prepare a draft programme of action for co-operation among developing countries in the area of shipping, ports and multimodal transport and to submit it to the Committee on Shipping for consideration at its eleventh session.	TD/B/C.4/273: Draft programme of action for co-operation among developing countries in the areas of shipping, ports and multimodal transport (Conference resolution 144 (VI)) - (paras. 57-69) Multimodal transport (11th session).

Eleventh session of the Committee on Shipping

Resolution 55(XI) Multimodal Transport and Technological development

The Committee on Shipping,

1. Requests the Secretary-General of UNCTAD:	
(a) To convene, in the beginning of 1986, a meeting of up to two weeks, or of two sessions of one week each, of a group of experts to develop and recommend to the Committee, at its twelfth session, model rules for multimodal container tariffs..	Group of Experts meeting convened.
2. Requests the UNCTAD secretariat to prepare and make available to the group of experts the relevant documentation to facilitate its work, including elements of model rules for multimodal container tariffs. When preparing the documentation, the secretariat shall, as appropriate, indicate the existing container tariff rules which reflect the principles mentioned in paragraph 1 (a) above.	TD/B/C.4/AC.6/2: Development and recommendation of model rules for multimodal container tariffs: elements of model rules for multimodal container tariffs (non-sessional). TD/B/C.4/AC.6/CRP.1: Development and recommendation of model rules for multimodal container tariffs: examples of existing container tariff rules which reflect the principles recommended by the Group of Experts on Model Rules for Multimodal Container Tariffs (non-sessional) TD/B/C.4/AC.6/CRP.2: Development and recommendation of model rules for multimodal

container tariffs (non-sessional).

TD/B/C.4/297 - TD/B/C.4/AC.6/3: Interim report of the Meeting of the Group of Experts to Develop and Recommend Model Rules for Multimodal Container Tariffs (non-sessional).

TD/B/C.4/AC.6/5: A few examples of the comparison between the recommended model rules and existing tariff rules, in particular those covering point-to-point multimodal tariff rules (non-sessional).

TD/B/C.4/AC.6/6: Evaluation of various schemes for the setting up and maintenance of a reference library (non-sessional).

3. Requests the group of experts to submit to the Committee on Shipping at its twelfth session, a set of model rules for multimodal container tariffs for consideration and adoption by the Committee;

TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 61-67) Model rules for multimodal container tariffs (12th session).

TD/B/C.4/308 - TD/B/C.4/AC.6/7: Final report of the group of experts to develop and recommend model rules for multimodal container tariffs (13th session).

TD/B/C.4/314: Work programme on Shipping - (paras. 1-15) Model rules for multimodal container tariffs and the reference library for multimodal container tariff rules (13th session).

4. Requests the UNCTAD secretariat, taking into account its mandate in the field of multimodal transport and containerization:

(a) To submit to the Committee on Shipping at its twelfth session the final draft of a standard form and model provisions for multimodal transport documents;

UNCTAD/ST/SHIP/5: Elaboration of a standard form and model provisions for MT documents (non-sessional).

TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 41-57) Standard form and model provision for multimodal transport document (12th session).

(b) To prepare a report containing a set of guidelines in the form of recommendations concerning the establishment of multimodal transport operators in developing countries in the context of the over-all national policy on multimodal transport and containerization, including, *inter alia*:

(i) Appropriate commercial qualifications for multimodal transport operators;

(ii) Standard practices of multimodal transport operators concerning, inter alia, their tariff rules and consultation with shippers;

(iii) Arrangements by national and regional groups concerning commercial matters within their country or region.

TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 1-40) Guidelines for the establishment of multimodal transport operators in developing countries (12th session).

UNCTAD/ST/SHIP/4: Guidelines for the establishment of multimodal transport operators in developing countries (non-sessional).

5. Requests the Secretary-General of UNCTAD to communicate, as a matter of urgency, to the International Organization for Standardization the concern of many countries with regard to the proposed change of the rating of 20 foot containers from the present tonnage up to 24 tons, as well as increases in the height of containers above 8 feet 6 inches;	A letter to the Secretary-General of ISO was sent. TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 80-120) Review of developments in standardization of containers and related activities (12th session).
6. Requests the UNCTAD secretariat to report to the Committee at its twelfth session on the progress and results of the above-mentioned and related matters;	TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules (12th session).
7. Further requests the UNCTAD secretariat to institute within the framework of the TRAINMAR programme a course component on multimodal transport operations;	Development of a course for multimodal transport operators (TRAINMAR course #05.4).
8. Requests the UNCTAD secretariat to prepare a study on the economic and commercial implications of the United Nations Conventionon the Carriage of Goods by Sea (Hamburg Rules) and the Convention on international Multimodal Transport of Goods, including present insurance practices, and submit a brief document, in the form of a booklet, explaining the provisions of the conventions and the implications of becoming contracting parties thereto;	TD/B/C.4/302: Summary report on measures towards the implementation of the Multimodal Convention and the Hamburg Rules - (paras. 58-60) Implications of the United Nations Convention on International Multimodal Transport of Goods and the Hamburg Rules (12th session) TD/B/C.4/315 Parts I & II, The Economic and Commercial Implications of the Entry into Force of the Hamburg Rules and the Multimodal transport convention (non-sessional).
9. Requests the UNCTAD secretariat to identify and examine technological developments in data processing with a view to suggesting how developing countries might most effectively introduce data processing to enhance the competitive position of their multimodal transport services, taking into account Conference resolution 144(VI), paragraph 10(c).	Release of MULTISHIP Model III. Release of MULTISHIP Model II Version 4.

Twelfth session of the Committee on Shipping

Resolution 60 (XII) Multimodal transport and technological developments, ports, international shipping legislation, technical assistance and training and co-operation among developing countries

The Committee on Shipping:

2. Instructs the UNCTAD secretariat to elaborate a standard form and model provisions for Multimodal Transport documents, in close collaboration with the competent commercial parties and international bodies, based on the Hague Rules and Hague/Visby Rules as well as existing documents such as the FBL of the International Federation of Freight Forwarders Associations (FIATA) and the International Chamber of Commerce (ICC) uniform rules for a combined transport document;	The work on a standard form and model provisions for a multimodal transport document based on the Hague Rules and Hague/Visby Rules is currently being undertaken in collaboration with the commercial parties, including FIATA and ICC. TD/B/C.4/328 Developments in multimodal transport contains, in paras. 86-95 an interim report (non-sessional). A final report will be submitted to the 15th session of the Committee on Shipping.
3. Requests the secretariat to expedite its	TD/B/C.4/315 Part II, The Economic and Com-

work on the economic and commercial implications of the United Nations Convention on the Carriage of Goods by Sea and the United Nations Convention on International Multimodal Transport of Goods for submission to the Committee on Shipping at its fourteenth session;	mercial Implications of the Entry into Force of the Hamburg Rules and the Multimodal Transport Convention (non-sessional).
4. Urges the Secretary-General of UNCTAD to draw to the attention of the Secretary-General of the International Organization for Standardization (ISO) the serious concerns of the Committee with regard to the technical and commercial consequences, particularly for developing countries, of the continuing increases in container dimensions and maximum gross mass.	Letter sent to the Secretary-General of ISO; letters sent to the heads of delegations of the 12th session of the Committee on Shipping urging them to brief correspondingly the respective authorities in relation to voting on change of ISO container standards. TD/B/C.4/314 Work programme on Shipping - (paras. 16-30) Development in the standardization of containers (13th session).
5. Requests the secretariat to prepare a report concerning the feasibility of introducing a system for compiling reliable statistics in relation to the composition of the world container fleet, and to submit this to the Committee on Shipping;	TD/B/C.4/329 Review of developments in standardization of containers and related activities (non-sessional).
6. Requests the secretariat:	
(i) To continue its examination of technological developments in data processing, including development of the MULTISHIP programmes, and to make recommendations thereon to the Committee;	Release of MULTISHIP Model I Version 1. Release of MULTISHIP Model II Version 5C. TD/B/C.4/328 Developments in multimodal transport (paras. 7-47) Technological Developments (non-sessional).
(ii) To complete the study of investment risk and operating services and facilities, maintaining co-operation with UNCITRAL on matters related to container terminals, especially in connection with the on-going work in UNCITRAL on liabilities of operators of transport terminals;	TD/B/C.4/314 Work programme on Shipping - (paras. 56-78) Commercial risk factor in container terminal management (13th session). UNCTAD/ST/SHIP/12: The commercial risk factor in container terminal management (non-sessional).
(iii) To co-operate with the regional commissions in conducting studies for identifying and improving the role of the freight forwarders in developing countries;	TD/B/C.4/328 Developments in multimodal transport (paras. 70-85) The role of freight forwarders in developing countries (non-sessional). See also TAC/WMT/REP.: ESCAP Report of the ESCAP/UNCTAD workshops on multimodal transport (non-sessional) and chapter III of the present report.
(iv) To prepare information material for shippers to make the most efficient use of multimodal transport, taking into account its effects on marketing and total distribution costs;	TD/B/C.4/330 Information material for shippers to make the most efficient use of multimodal transport (non-sessional).
7. Invites interested States members of UNCTAD to consider contributing to the development of software programmes which could be used by the multimodal transport operators of developing countries.	No action required by the secretariat. The Norwegian Government has, however, made a large donation to UNCTAD to develop a workshop on strategic planning for senior managers of shipping companies and multimodal transport operators which incorporates

a sophisticated software package.

Thirteenth session of the Committee on Shipping

Resolution 61(XIII) Work Programme

The Committee on Shipping,

2. Endorses the standard sequence and model container tariff rules contained in the final report of the Group of Experts (TD/B/C.4/308) and recommends their use in existing and/or new container tariff rules as appropriate;

A note verbale was sent by the Secretary-General to the States members informing them of the adoption by the Committee on Shipping of the Model Rules for Multimodal Container Tariffs and inviting them to co-operate in the establishment of the Reference Library for Multimodal Container Tariff Rules.

3. Requests the secretariat to start the operation of a reference library for multimodal container tariff rules compiled from conferences, independent carriers and non-vessel operating carriers within the resources available to UNCTAD and to investigate also within existing resources, the possibilities of electronic storage and retrieval of data and report thereon to the Committee on Shipping at its fifteenth session;

Reference library was established. An interim report on its functioning is contained in TD/B/C.4/328 (paras. 96-97) Reference Library for multimodal transport container tariffs (non-sessional).

4. Instructs the secretariat closely to monitor developments in ISO meetings related to developments in container dimensions and ratings, especially in Technical Committee 104, and to report at regular intervals to States members of UNCTAD and to the Committee on Shipping, and encourages all States members of UNCTAD to participate actively in ISO's work on container standards;

The UNCTAD secretariat has participated in the ISO General Assembly, September 1988 and ISO TC 104 Plenary Session, June 1989 where the position of developing countries on international container standards issues was explained by the UNCTAD secretariat. Furthermore, a seminar on the impact of increased dimensions of loading units on combined transport was organized in co-operation with the Economic Commission for Europe. UNCTAD States-members were invited by the UNCTAD Secretary-General to actively participate in this seminar.

5. Requests the secretariat to produce, in the UNCTAD working languages, as required, the reports on rights and duties of container terminal operators and users (UNCTAD/ST/SHIP/6) and on commercial risk factor in container terminal management (UNCTAD/ST/SHIP/12) for their practical use.

UNCTAD/ST/SHIP/6 and UNCTAD/ST/SHIP/12 were translated into the UNCTAD working languages.

6. Requests the secretariat,

- To prepare a detailed inventory of, and report on, the studies on multimodal transport and containerization so far carried out under decision 36(IX) and listed in outline in TD/B/C.4/(XIII)/CRP.2;

This present report is the response to this request.

- To complete those still outstanding;

Work is in progress within existing resources.

- To present the results for consideration and evaluation by the fourteenth session of the Committee on Shipping with a view to that session reviewing and deciding on its draft programme of work and priorities in this field.

Please see chapters II and III of this present report.

18. Requests the secretariat to provide its technical assistance and undertake feasibility

Please see chapter II of the present report.

studies and training activities in...multimodal transport...in view of their importance to developing countries.	
23. Urges the UNCTAD secretariat to continue its work to expand the Automatic System for Customs Accounting and Statistical Data Acquisition Control and Management (ASYCUDA) to include transport statistics, which would be funded by extra-budgetary resources, provided that there is no overlap with the work of the regional commissions of the United Nations.	The Government of Italy has made a large donation to UNCTAD's technical co-operation activities. A part of this donation is being used to fund the development of ASYCUDA as requested in the resolution. This work is undertaken using as a basis the ESCAP L-2 scheme and other work in this field by the regional commissions. It is hoped that an oral progress report can be made to the 14th session of the Committee on Shipping.
24. Requests the secretariat in close collaboration with the appropriate organizations to provide assistance on request on the conceptual and operational aspects of container leasing in the transport industries of developing countries through its technical assistance and training activities within the resources made available to UNCTAD.	The organization of the seminar is subject to the availability of the necessary financing arranged by IICL.
25. Requests the UNCTAD secretariat to conduct, within extra-budgetary resources available to UNCTAD, symposia and senior management seminars on the implications of the international maritime instruments negotiated under the auspices of the United Nations which fall within the field of competence of UNCTAD and to report back to the Committee on Shipping at its fourteenth session. Please see chapter II for further details.	The implications of becoming Contracting Parties to the Hamburg Rules and the MT Convention have been incorporated in the training material for the workshops dealing with multimodal transport issues which the secretariat conducts from time to time. Since the 13th session of the Committee on Shipping a total of 19 deliveries have taken place.[3]

3 11 in 1988: Jakarta (June); Penang (June); Tampico (June); Guatemala City (June); San José (July); Bogota (July); Bangkok (October); Manila (October); Antofagasta (November); Valparaiso (November); Dakar (December); and nine in 1989: Cotonou (January); Mombasa (March); Madras (April); Jaipur (September); La Paz (October); Bombay (November); Addis Ababa (November); Managua (November); and Karachi (December).

Chapter II

PRESENTATION OF THE RESULTS OF THE STUDIES CARRIED OUT

8. The outputs under review cover nine years from 1980 to 1989. During this period multimodal transport has undergone a tremendous change. When the secretariat began its studies multimodal transport was only rudimentarily developed, even in developed countries, while today it is common in developed countries and is rapidly spreading to developing countries as well. Similarly, technology has developed to an extend and with a speed in excess of what could have been envisaged when the Committee on Shipping drafted its original programme of work in the fields of multimodal transport and containerization. Consequently, some of the earlier studies may be out of date. This problem is considered in more detail below.

9. The 54 outputs listed in chapter I, can be divided in the following seven general groups:

(a) Development of multimodal transport operations;
(b) Technological developments;
(c) Container standards;
(d) Multimodal transport tariffs;
(e) Legal aspects;
(f) General documents and summaries; and,
(g) Technical co-operation and training.

10. The division is to some extent arbitrary and a certain overlap is unavoidable; it may nevertheless be useful in facilitating the review of the work of the secretariat in these fields.

A. Development of multimodal transport operations

11. This subject was dealt with in five studies.[4] The secretariat commenced its work in this field by issuing two documents presenting general guidelines for the introduction of containerization and multimodal transport. They dealt primarily with infrastructure planning problems. The secretariat has received numerous requests for these papers, so it might be assumed that they have been widely-used tools by developing countries in their efforts to make use of the two concepts.

12. The second step was for the secretariat to carry out a survey of how a few selected countries from each of the three regions, Asia, Africa and Latin America, had adapted containerization to their needs. From this survey it was possible to identify both problems commonly encountered and possible areas of action on a global and a regional or national level that might assist developing countries in the establishment and promotion of indigenous MTOs, the adaptation of surface transport networks to the movement of containers, Customs treatment of containers and particular problems of land-locked and transit countries.

13. Both of these activities were very helpful to the secretariat in its subsequent designing of training courses on multimodal transport (see below). In view of the rapid developments in multimodal transport during the last few years, the reports, the youngest of which will be 3.5 years old and the oldest eight years by the time the Committee meets, no longer adequately reflect the latest situation either at the practical or at the governmental level. This is particularly true of the moves towards the introduction of just-in-time and total distribution systems.

B. Technological developments

14. This subject was dealt with in six studies.[5] For the purposes of this review technological developments have been divided into (i) electronic data processing issues (EDP) and (ii) other technological

[4] TD/B/C.4/238 and Rev. 1; 274; 278; UNCTAD/ST/SHIP/4; UNCTAD/SHIP/587.

[5] TD/B/C.4/208 and Add.1, TD/B/C.4/233, TD/B/C.4/250, TD/B/C.4/268, UNCTAD/SHIP/508, and TD/B/C.4/328, (paras. 7-69).

developments issues. In the field of EDP very practical impediments continue to exist in many developing countries. Work in this area was commenced by the secretariat over ten years ago. Although only two documents have been issued, considerably more work has been undertaken than this might indicate. In the first document, the secretariat highlighted the situation in the field of development of computer software packages written for shipping companies and multimodal transport operators and demonstrated how such packages might be applied by these companies. Finding a dearth of suitable software specifically applicable to multimodal transport services, the secretariat, in co-operation with the Maritime Institute in Gdansk, Poland, developed a series of packages now known under the name of MULTISHIP.

15. The second document consequently described the four MULTISHIP models at some length. Here it may be relevant only to highlight some of the results achieved by users of one of these models - MULTISHIP Model II. This model has been obtained to date by 15 organizations in both developed and developing countries. While it is difficult for the secretariat to assess the amount of use of the model by the actual users since they are under no obligation to communicate with the secretariat, it is, nevertheless, possible to report that some of the users have made very considerable gains from using the model. In one case three types of vessels were investigated for suitability on a certain route and a choice was made based on the calculations by the model. In another one a new, and better, slot-charter agreement was made with the slot-charter partner, based on calculations carried out by the model. In a third a choice between one type of vessels over another was eased by the results obtained from the use of the model.

16. Taking into account the rapid pace and continuous technological developments in this area, the necessity is evident of new studies on the application of modern computer hardware and usage of EDP in developing countries. Furthermore, the question of electronic data interchange (EDI) has only been referred to briefly in the very latest of the secretariat's reports. The Committee on Shipping may wish to request the secretariat to carry out studies in this field in line with the proposals in this respect contained in chapter III.

17. In the field of other technological developments, the secretariat, at a very early stage, commenced work on route and commodity studies. The aim was to show how the commercial value of a primary product, which had moved without any major problems in break bulk, had been enhanced through containerization. In view of other work carried out by the Commodities Division of UNCTAD, in co-operation with the Food and Agriculture Organization (FAO), the secretariat chose to investigate abaca. This hard fibre had then recently been containerized in the trade from the Philippines to Japan. It was hoped that this experience might help other exporters of primary products, for example jute, increase the value of their exports. It has been reported that although the initial reaction by jute exporters to the suggestion that their exports might be enhanced through containerization was not positive, containerization of jute is in fact now taking place at a considerable scale. A second study considered the question of further development of containerization in a report on the containerization of bananas. The second report has been widely requested by both exporters and transporters of bananas. The report contained forecasts of the expansion of the containerization of bananas up to 1985. It might be useful to update this study since developments have overtaken the findings of the initial report.

18. A third study, from 1981, dealt with the emerging issue of sea/air multimodal transport. The study urged Governments to pay attention to this combination of modes and to encourage greater interest in the inherent freight-carrying capabilities of their air fleets. In view of the rapid developments in this sector of multimodal transport it would seem desirable for developing countries if the secretariat undertook to update this study.

19. All three studies were modest attempts to highlight how technological developments can be used by developing countries without a great outlay of capital. However, while further work in this field undoubtedly is required, the secretariat is of the opinion that impediments to the introduction of multimodal transport in developing countries are to be found today at the institutional and documentary levels rather than at the practical/operational ones.

C. Container standards

20. This subject was dealt with five studies.[6] Container standards is one of the "core issues" of the work programme in the field of multimodal transport and containerization. The subject was introduced owing to the preoccupation of the Committee with the maintenance of a high degree of stability of the internationally agreed container standards under ISO. Consequently, the secretariat has kept this under constant review and has alerted the international community to developments in this field. These have mainly have gone in the direction of larger and heavier containers.

21. This growth is particularly worrying for developing countries which cannot afford to undertake the massive upgradings of their infrastructure required to accomodate such larger and heavier containers. However, it is not only developing countries which face problems in this regard, concerns have also been expressed by countries in Europe and by Japan.

22. In its resolution 61 (XIII), I, 4, the Committee on Shipping instructed the secretariat "to closely monitor development in ISO meetings related to developments in container dimensions and ratings". The secretariat has consequently worked with the ISO secretariat and has attended several ISO meetings, particularly those of its Technical Committee 104 (TC 104) to which it has also made a number of representations.

23. Another result of the secretariat's activities in this field has been its co-operation with the Economic Commission for Europe (ECE) to organize a seminar on the impact of increasing dimensions of loading units on combined transport. This seminar took place in November 1989 and was reported on in document TD/B/C.4/329. The UNCTAD secretariat ensured that developing countries were aware of the seminar.

24. At the fifteenth session of TC 104 a resolution was adopted requesting of "the Economic and Social Council and its subordinate bodies such as the regional economic commissions, UNCTAD and all relevant non-governmental organizations a full and world-wide economic evaluation for the requirements of future containers." The Committee on Shipping may wish to endorse this request and request the UNCTAD secretariat to undertake such work in close co-operation with the relevant regional bodies.

D. Multimodal transport tariffs

25. This subject was dealt with in eight studies and four reports.[7] Owing to the technical nature of multimodal transport container tariff rules, the Committee on Shipping decided to establish two groups of experts. To facilitate the work of the two groups, the secretariat produced the eight studies. The four reports are the interim and final reports of the two groups.

26. The Experts established model container tariff rules for key elements of universal application regardless of the specific trade or circumstances as well as a standard sequence for these rules designed for the guidance of commercial parties establishing or revising multimodal container tariff rules. The agreed model rules were given wide distribution among different types of carriers, conferences and governmental bodies and submitted to the Committee on Shipping for approval.

27. The second Group of Experts decided that it might be desirable to have a reference library of different types of existing tariffs which potential users might consult. The Committee on Shipping subsequently endorsed the standard sequence and model container tariff rules and requested the secretariat to start operating a pilot project reference library and report thereon to the fifteenth session.

28. However, given the obvious lack of interest in the reference library the secretariat has reported thereon to the current session of the Committee in its document entitled "Developments in multimodal transport", (TD/B/C.4/328) (paras. 96-97) which it suggests the abolition of the library.

29. It would be wrong, however, to attach too much importance to this. What should instead be highlighted is the success of the two groups of experts, which consisted of representatives of shippers/shippers' organizations, multimodal transport operators, shipowners, liner conferences and

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6 TD/B/C.4/235; 270; 302, paras. 80-102; 314, paras. 16-80); and TD/B/C.4/329.

7 TD/B/C.4/242 and Corr. 1; 297; 308; 314, pp. 1-15; TD/B/C.4/AC.5/2; AC.5/3; AC.5/4 AC.5/6; AC.5/7; TD/B/C.4/AC.6/2; AC.6/3; AC.6/5; AC.6/6; AC.6/7.

government officials, all acting in their personal capacity. The increasing complexity of modern multimodal transport and total distribution services is such that it would be unreasonable to expect non-practitioners to have the necessary expertise to reach decisions that would sufficiently benefit the trade, particularly that of developing countries. Consequently, it is strongly recommended that such groups of experts be utilized again in the future to deal with matters of a highly technical nature.

E. Legal aspects

30. Under this heading fall seven studies[8] which dealt with the Hamburg Rules and the MT Convention, and with the elaboration of standard MT documents.

31. On the subject of the two Conventions, the secretariat has kept the Committee informed of the progress in the number of Contracting Parties and has also submitted a document in two parts on the economic and commercial implications of their entry into force. Since neither Convention is as yet in force internationally, the document emphasizes that only assumptions can be made about their economic and commercial consequences and that it can be expected that a certain number of test cases might be brought to trial once they enter into force. The Hamburg Rules are actually already in force in at least three of the Contracting States[9] which have written the full text of the Convention into their national legislation, but the UNCTAD secretariat is not aware of any dispute having yet been tested in any of those three countries. Furthermore, at least one shipping company has voluntarily doubled its limits of liability (from USD 500 to USD 1,000) per package announcing that it felt this would result in a reduction of shippers' cargo insurance premiums. For this and other reasons quoted in the document, the study finds the arguments against the adoption of the two Conventions to be unconvincing.

32. As for the elaboration of a standard MT document, the secretariat had at first been requested to draft a document based on the MT Convention and later also to draft one based on the existing liability regime. In its research in preparation for such a document the secretariat discovered a lack of standardization of the back clauses for documents currently used in combined or multimodal transport. As a consequence, the secretariat's work became two-pronged. The first step was to draft a proposal for a MT document based on the MT Convention, codenamed MULTIDOC and to be used when the MT Convention comes into force. The second was to work closely with the ICC and other commercial parties in drafting new uniform rules for multimodal transport to replace the existing ICC Uniform Rules on Combined Transport and, it is hoped, in due course also to replace the existing multitude of different documents with a new one based on the new Uniform Rules. The intermediate results of this work are contained in document TD/B/C.4/328 paras. 86 to 95.

33. In the opinion of the secretariat further work will be required in this field. First of all to continue to comply with the request contained in decision 36 (IX) para. 12 "to give guidance and assistance, on request, to Governments of developing countries in the implementation of the MT Convention" but also, in due course, on "the experience in implementing the Convention". Furthermore, there will undoubtedly continue to be a need for assistance with the drafting, on request, of suitable MT documents for multimodal transport operators from developing countries for some time to come.

F. General documents and summaries

34. In addition to the above areas, the secretariat prepared seven documents of various other issues mandated by the Committee.

1. Reviews of studies and activities of other institutions in the field of multimodal transport

35. Two reports were submitted to the Committee on Shipping[10]. They found that although many institutions both within the United Nations system and other organizations were involved in multimodal transport, there appeared to be no duplication of work since each organization was functioning in

8 Docs. TD/B/C.4/207, 236, 249, 269, 315, 328, UNCTAD/ST/SHIP/5.

9 Barbados, Morocco and Tunis.

10 TD/B/C.4/229 and 314.

keeping with its respective competence and geographical coverage. The second review, covering the period 1983-1988, showed, for example, that the United Nations bodies and programmes, particularly the regional commissions, had increased the volume of their activities in training and studies on development of multimodal transport and containerization issues in their respective regions.

2. Co-operation among developing countries in the fields of multimodal transport and containerization

36. This subject was dealt with in two reports,[31] the first in 1984 and the second in 1987. The first report drew up a list of co-operative activities aimed at the introduction and promotion of multimodal transport and containerization in developing countries with a view to accelerating trade and economic development, by co-ordinating both regulatory and promotional measures on a regional and sub-regional basis. It also suggested the convening of a group of experts on multimodal transport to consider and recommend a strategy for implementing the suggested activities and went on to outline a draft programme of work for such a group.

37. The second report, submitted to the *Ad hoc* Intergovernmental Group of Senior Officials on Co-operation among Developing Countries in Shipping, Ports and Multimodal Transport, concluded that there was a need for regulation of multimodal transport as well as for a streamlining of existing procedures to allow better integration between all parties concerned on a national and an international basis. It suggested various implementation measures for the establishment of regional organizations on multimodal transport. These were supported by the Group in its recommendations, which invited the UNCTAD secretariat to provide guidance, on request, on the implementation of such co-operation.

3. Rights and duties of container terminal operators

38. This subject was dealt with in two studies[32] which highlighted the importance of the risk factor in the management of container terminals. In particular the studies drew attention to the fragility of most container terminals' commercial future and financial position and emphasized the need for well-drafted terminal agreements and for improved management and services to be provided by the operators. They also stressed the need for adequate liability insurance cover and for regional co-operation by terminal operators. The secretariat's work in this field assisted it in its co-operation with UNCITRAL during that organization's preparation of a draft convention on the liability of operators of transport terminals in international trade.

4. Advantages and disadvantages of container leasing

39. This subject was dealt with in one study[33] outlining the major issues relating to the leasing of containers and characterizing the main developments in this branch of the container industry in relation to the situation in developing countries. It highlighted the potential benefits and possible drawbacks of container leasing and noted that only few leasing companies were established in developing countries. It proposed that the development of the container-leasing industry in different regions ought to be considered on a case-by-case basis.

G. Impact of the studies

40. The impact of the outputs reviewed above can be quantified as positive. The reports and studies serve not only as basic inputs to the technical co-operation and training activities performed by the Shipping Division, but also as reference materials for Governments, transport companies and transport users from developing countries. Many of the documents are extensively used by public and private

31 TD/B/C.4/273 and TD/B/C.4/AC.9/2, paras. 109-131.

32 UNCTAD/ST/SHIP/6 and 12.

33 TD/B/C.4/314, para. 47-55.

sectors in developing countries to design and/or adapt their transport policies to the worldwide developments of multimodal transport and containerization. They provide developing country institutions with balanced guidelines on how to cope with the tremendous change shaking international transport. The informal distribution - generally on request - of these documents to specific national, sub-regional and regional entities directly involved with the day-to-day management and operations of international transport activities shows that there is a need for disseminating the latest up-to-date information material as well as for the recommended steps-to-be-taken on multimodal transport and containerization issues.

41. Another valuable impact of these studies refers to the concern they generate about further developments in multimodal transport and containerization. The issues raised in each document, as well as the suggestions made to the Committee on Shipping for further studies, are oftenly echoed by representatives of Governments, transport companies and transport users. Some developing countries have implemented the recommendations made in these studies and are now looking ahead towards further developments. Other developing countries are trying to adapt recommendations to their local conditions, taking into consideration their respective economic system, transport infrastructure and managerial capacity.

H. Technical co-operation and training

42. The UNCTAD programme of technical co-operation and training in shipping, ports and multimodal transport has been reported on in five documents.[18] They outline the means by which the UNCTAD Shipping Division provides technical co-operation to developing countries, directly through its own facilities or in association with other international organizations. In order for the Committee to have before it one consolidated paper dealing with all aspects of the secretariat's work in the fields of multimodal transport and technological developments, the present document covers these two activities. All other technical co-operation activities are covered in document TD/B/C.4/325.

1. Technical co-operation

43. In the field of multimodal transport and containerization, the UNCTAD secretariat has carried out five projects projects of technical co-operation and did some related research in co-operation with the World Bank. In view of the novel nature of multimodal transport the secretariat's technical co-operation activities up to now have been more educational than advisory. Owing to the progress being made in developing countries it is likely that greater emphasis will be placed on the advisory aspects in the future.

(a) Academie Maritime d'Abidjan (RAF/76/003)

44. As part of a large project on the establishment of the Maritime Academy for West Africa, in Abidjan, technical co-operation in multimodal transport was provided with the objective of promoting the establishment and training of MTOs. Over a period of 24 months, an expert in freight forwarding and multimodal transport prepared a diagnosis of the multimodal transport situation in six of the francophone countries in the subregion. On the basis of this diagnosis, he worked with government officials from ministries of transport and port authorities advising them on key issues related to international trade. For example, he assisted the ports authorities with management decisions in connection with the installation of container cranes in the port of Abidjan. He identified in each country potential MTOs and provided them with specific assistance/advice on the organization of their operations. He was also involved in training activities, organizing and directing three multimodal transport workshops in the subregion. Finally, he prepared an outline for a new workshop for potential indigenous MTOs.

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18. TD/B/C.4/262, 276, 323, 325, and UNCTAD/SHIP/318.

(b) Multimodal Facilitation Program for Ethiopia (ETH/87/012 and ETH/89/014)

45. The purpose of this programme was to upgrade Ethiopian freight forwarding activities related to domestic and international trade, to introduce multimodal transport concepts and to enhance the participation of the State's freight forwarding corporation in international transport. The programme formed part of a larger World Bank transport project. Phase one (ETH/87/012) had two objectives, on one hand, it presented recommendations on legal and institutional actions, as well as trade facilitation measures, to implement an appropriate liability regime for the transit of domestic and international freight; on the other hand, it identified transportation bottlenecks, institutional as well as operational, and recommended efficient and practical procedures for the through flow of goods from the ports to inland destinations and *vice-versa*. Phase one was extended into a second phase (ETH/89/014) which included the drafting of a national legislation on transport of goods, the establishment of a Committee on Trade and Transport Facilitation and the elaboration of a work plan covering, *inter alia*: alignment of trade and transport documents; implementation of regulations and procedures for an improved movement of containers between Assab and Addis Ababa; and organization and delivery of four workshops covering trade facilitation, multimodal transport, and container terminal operations.

(c) Assistance to the Transport Sector of Benin (BEN/87/018)

46. This project aimed at improving the efficiency of the National Shippers' Council of Benin, to promote the development of multimodal transport, and to propose a training programme on international transport for government officials and potential MTOs. The project proposed a set of recommendations to increase the Shippers' Council's capacity in freigh rate negotiations, to facilitate trade and transport in/through Benin, and to streamline the movement of goods in the Benin transport chain. The project also included a proposal for establishing a national training programme in international transport. Two staff members of the Shippers' Council participated in an on-the-job training exercice in France and Cameroon and a programme of action was designed to allow for the implementation of the recommendations.

(d) Human Resources Development in Sub-Saharan Africa (RAF/89/028)

47. The United Nations Development Programme (UNDP) has designed a large project to determine those internal and external factors which assist or constrain the human resources performance and manpower development of some freight forwarding and multimodal transport organizations in Africa. This project seeks to identify and propose remedial action for those factors that have enabled or prevented the African freight forwarders and MTOs from building up and retaining competent cadres of African managerial and technical staff. Two case studies were carried out in Senegal and Kenya, and a synthesis report was prepared. The output of these will be used in the preparation of future UNDP financed projects as well as in the elaboration of training material for top government officials.

(e) World Bank and Trade Logistics Management

48. The World Bank, in 1988, designed a research project on trade logistics management and related transport infrastructure and services with the objective of establishing a link between trade and related logistics services. The UNCTAD secretariat participated in this project together with other organizations such as the General Agreement on Tariffs and Trade (GATT), the European Economic Commission (EEC) and the Organization for Economic Co-operation and Development (OECD). A number of research institutions from Eastern and Western Europe, Japan and Canada were also involved. The project covers the developments in organization and management of international transport and freight forwarding industries. UNCTAD contributed an analysis of the on-going organizational changes in the international carriage and distribution of traded commodities and assessing the nature and extent of related consequences for developing countries.

2. Training

49. Under the TRAINMAR programme the Shipping Division has developed two workshops on multimodal transport. The first is available in three versions, depending on the level of the target audience.

(a) A 3-day very intensive workshop for top officials from Governments and para-statal transport organizations, on transport policy questions, legal implications and possible benefits of introducing multimodal transport, (TRAINMAR code #05.6); (available in English, French and Spanish);

(b) A 5-day workshop for senior officials from Governments and para-statal transport organizations, on transport policy questions, legal implications and possible benefits of introducing multimodal transport, (TRAINMAR code #05.5); (available in English, French and Spanish); and,

(c) A 8.5-day workshop for senior/middle management officials from Governments, para-statal and private transport organizations, which are potential MTOs, on legal and policy questions relevant to the introducing multimodal transport, (TRAINMAR code #05.1); (available in English, French and Spanish);

50. The emphasis of the workshop changes according to the composition of the target audience with government officials receiving less information on the practicalities of multimodal transport operations, while transport practitioners receive less on legal aspects and more on operations.

51. The general contents of the workshops is:

(a) Present transport systems and MT;
(b) Economic/commercial advantages of MT;
(c) The changes which a switch from the Hague Rules and the Hague-Visby Rules to the Hamburg Rules and the MT Convention may cause;
(d) The Customs conventions and documentation simplification;
(e) National policies for the promotion of multimodal transport;
(f) Regulatory measures and MTOs qualification requirements;
(g) Electronic data interchange (EDI) and (UN/EDIFACT);[15]
(h) MT operations; and,
(i) A national strategy for MT development.

52. The second workshop is a course for senior and middle management of potential MTOs, wishing to engage in multimodal transport, on how to become an MTO and operate door-to-door transport, (TRAINMAR code #05.4). This workshop is at the moment available in French only.

53. The deliveries are in the modern form of senior management training. Maximum number of participants is, in principle, limited to 20 although, on occasions, a considerably higher number has attended. All workshops require active inputs from the participants who must be (and have been) prepared to work actively during the delivery and to be present from start to finish.

54. The first delivery took place in March 1984 at the Bandari College, Mombasa; the 34th was held in Karachi in December 1989. During this period a total of 828 senior government and transport officials have participated. Annex I shows a summary of the deliveries and the number of participants while the graph below shows this in summary form.

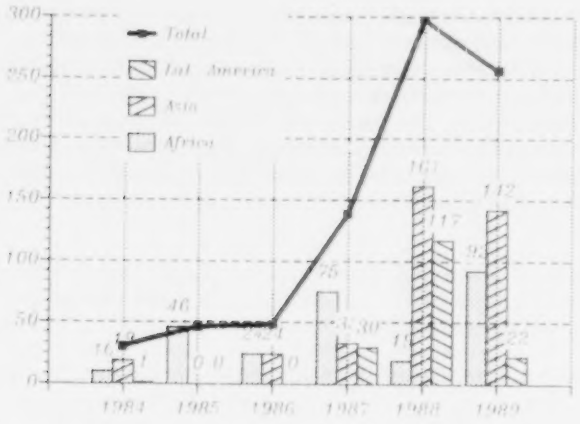
55. The deliveries have been organized either by UNCTAD alone or, increasingly, in co-operation with other organizations such as the Economic Commission for Asia and the Pacific (ESCAP), the Economic Commission for Africa (ECA), Comisión Centroamericana de Transporte Marítimo (COCATRAM) and the Intergovernmental Standing Committee on Shipping (ISCOS).

56. The workshops are unique in the sense that they all are based on the same basic material. This has allowed the secretariat to tailor the courses to each specific audience without having to spend large sums of money on adaptation. As a consequence, the cost of the development of the workshop training material has been modest by generally recognized course-development standards.

57. The initial workshop (#05.1) was developed jointly by the TRAINMAR Central Support Team,

[15] United Nations/electronic data interchange for administration, commerce and transport.

consultants and the Multimodal Transport and Technological Development Section. It is estimated that a total of seven man/months were spent on this activity. Development of workshops #05.5 and #05.6 was undertaken exclusively by the Multimodal Transport and Technological Development Section in the course of its regular programme of work (technical assistance component). It is estimated that a total of five man/months have been spent on this work between 1984 and 1989. Development of workshop #05.4 was undertaken jointly by the section (one man/month) and one man/month of consultancy.



58. Translation of workshops #05.1, #05.5 and #05.6 into French was undertaken jointly by a consultant (three man/month) and the section (one man/month). Translation into Spanish was undertaken by COCATRAM at no cost to UNCTAD. Using an average of USD 6,000 per man/month, the total cost of course development comes to USD 102,000 or USD 25,500 per workshop. The contributions by the Multimodal Transport and Technological Development Section can be considered as UNCTAD contribution to the TRAINMAR Central Support Team.

59. Workshop deliveries have been financed from a number of sources. Out of the 34 workshop deliveries 16 have been financed by UNDP, seven by ESCAP's ship users' co-operation project (SUCOP), while the remaining 11 deliveries have been funded by the recipient countries, either government or private. Only in very few cases (and this only happened in 1984/86) was travel paid for the actual participants. Since 1987 participation has been borne by the participants' organizations (travel and daily subsistance allowance (dsa)), and in 1988 a system of co-financing through the charging of fees by organizers, when not a UNDP-financed delivery, was commenced.

60. A delivery costs on average two roundtrip airfares and dsa for two lecturers plus honorarium if lecturers are not regular United Nations staff. If they are United Nations staff, then a total of two man/weeks must be counted for each participating staff member. With 15 deliveries (44 per cent) having taken place in Africa, it may be reasonable to use the cost of one such delivery as an average. This would, in 1987, or halfway through the period under review, come to a total of not more than USD 10,000 (including proportioned staff time) per delivery. For 34 deliveries with a total of 813 participants, this comes to a total cost per trained participant of less than USD 550.

61. These workshops have generated considerable interest in the subject of multimodal transport in all the regions where they have been delivered. This may be gauged by the fact that 11 deliveries (32 per cent) have been financed by individual organizations or governments directly. As can be seen from the above graph, the number of deliveries has risen sharply in the last couple of years. The slight drop in 1989 was caused by a planned delivery being canceled at the last minute for technical reasons. This would not have been possible without the active assistance of two organizations, COCATRAM in Nicaragua and ESCAP in Bangkok. Both organizations have allocated resources to the development and deliveries of the workshops. ESCAP has, as mentioned above, arranged funding of seven deliveries up to the end of 1989 and has supplied one regular staff member first to understudy and later to direct

deliveries. Furthermore, ESCAP has assisted in the identification of suitable understudy lecturers and has funded their training into full-fledged instructors. In addition, ECA has three times supplied one of its regular staff members as a lecturer, and finally ESCOS has been closely associated with two deliveries in East Africa (Mombasa March 1989 and Arusha (scheduled for April 1990)) where it supplied one lecturer.

62. The need to train local course instructors has been high on the secretariat's agenda and an active programme of identifying and training potential local instructors was commenced in 1987. This has resulted in a total of 12 local instructors having been trained so far through the participation in deliveries first as understudy lecturers and later as full-fledged instructors. These persons are now being used to supplement UNCTAD and ESCAP's meager resources and will in the future increasingly be able to undertake deliveries without the assistance of the secretariats.

63. In spite of this it has not been possible to satisfy all requests for deliveries, and some have been postponed for shorter or longer periods. Consequently, a programme of association of local training centres has been commenced. The first to reach the status of a fully selfsufficient centre where deliveries can be undertaken without further assistance from UNCTAD will be the Arab Maritime Transport Academy (AMTA) in Alexandria. The secretariat would welcome the provision of extra budgetary resources in order for it to respond positively and timely to the many request it is receiving for additional deliveries of its workshops. In particular it would favour funds that would allow training of more local instructors so that an increasing percentage of future deliveries could be undertaken without input from the secretariat.

64. While this interest has been gratifying, testifying as it did to the need for this type of training, the secretariat felt a more formal measure of evaluation of the actual usefulness of the workshops was required. To accomplish this two separate types of measurements have been used,

(a) An end-of-workshop questionnaire in which each participant is requested to answer 32 specific questions concerning the workshop structure, contents, relevance and applicability, conduct and administration; and,

(b) A post-appraisal questionnaire circulated one to two years after a delivery. In this questionnaire former participants are asked 16 questions regarding the usefulness of their participation in a multimodal transport workshop, the degree to which they might have been able to use their new knowledge, if their knowledge has assisted the country in its efforts to introduce multimodal transport, etc.

65. The first questionnaire (completed by all participants) allows the secretariat continously to update the training material taking into account changing requirements in the countries. It is fair to state that as a result of these updatings, about 60-75 per cent of the training material has been changed in order to respond to new needs. The latest revision includes, for example, a separate chapter on electronic data interchange and UN/EDIFACT.

66. The second questionnaire, which was first sent out in early 1988, to 130 anglophone former participants and 102 francophone former participants produced 53 replies (22.8 per cent response rate).[16] The responses allowed the secretariat to respond, as far as multimodal transport was concerned, to the request made in paragraph 20 of resolution 61 (XIII). Included in annex II are summaries of the answers to the second questionnaire.

3. Lessons from technical co-operation and training

67. These various forms of technical co-operation have given the secretariat the opportunity to analyze in more detail how multimodal transport can be implemented in a country and to determine specific actions which have to be taken not only in relation to the operations of individual transport modes but also in relation to trade and transport regulations, procedures and documentation. In particular, it has provided a means for developing countries to implement some of the key recommendations made in the secretariat's reports and to enhance the importance of co-ordinating the development of multimodal transport with facilitation measures. A scheme for technical co-operation in the field of multimodal transport has been elaborated to give Governments the tools to streamline and rationalize the

[16] It was deemed inadvisable to send out the questionnaire too soon after a delivery, and for this reason the hispanic questionnaires have only been distributed recently.

management of their transport sector. It includes training activities in the concept of multimodal transport and the need for the introduction of facilitation measures, the establishment of a national committee for trade and facilitation, the harmonization of the liability regimes of national transport laws, and the improvement of transport logistics and port operations. Such a scheme can be applied to any developing country and can be used as a pre-requisite to any major transport infrastructure investment.

4. Newsletter and the Review of Maritime Transport

68. The Secretary-General of UNCTAD's report to the Trade and Development Board's thirty-fourth session proposed *inter alia* the issuance of a Multimodal Transport Newsletter. The Board took note of this report, and the Shipping Division subsequently, in July 1989, issued its first newsletter on multimodal transport. It contained reports on the latest developments in multimodal transport and technological developments as well as on the training activities of the Shipping Division in the field of multimodal transport. This newsletter is being distributed to former participants of the MT-Workshop and to persons interested or involved in multimodal transport. It is hoped that additional issues of the newsletter can appear as developments demand, but probably about once a year. Comments received so far on the first issue clearly demonstrate that it fulfils its main objective of becoming an informal forum for the exchange of news and experience in the field of multimodal transport in developing countries.

69. Beginning in 1986, the annual Review of Maritime Transport has contained a separate chapter on multimodal transport and technological development. This chapter has been developed in an effort to chronicle, on a regular basis, the advances in multimodal transport, particularly as regards statistical aspects. This, however, has been hampered by the lack of adequate data. It is nevertheless hoped that data gathering will improve thus making it possible for the secretariat to give Governments a better overview of developments in multimodal transport.

Chapter III

PROPOSED NEW PROGRAMME OF WORK IN THE FIELDS OF MULTIMODAL TRANSPORT AND TECHNOLOGICAL DEVELOPMENT

70. In document TD/B/C.4/314 "Work programme on shipping", submitted to the thirteenth session of the Committee on Shipping, Chapter VI of part one contained a list of some issues that required the attention of the Committee. The Committee did not act on all of these, preferring to await the result of the detailed inventory contained in the present report.

A. Requests still outstanding (in part or in full)

71. While the inventory and the outputs listed in chapters I and II, show that the secretariat has taken action on all but one of the decision 36 (IX) requests, there are also some requests contained in subsequent decisions and resolutions, to which the secretariat still has to respond. These outstanding requests are:

(a) Container ship financing; and,
(b) MT-document based on the Hague-Visby Rules.

72. The study on container ship financing will be presented to the fifteenth session of the Committee.

73. Work on a MT document based on the Hague-Visby Rules is making progress. The work is being undertaken in close consultation with the commercial parties. An interim report is contained in paras. 86-95 of document TD/B/C.4/328 "Developments in multimodal transport".

B. Recurring or continuing tasks

74. Furthermore, there are a number of recurrent or continuing tasks which, according to the Committee's own decisions, must be included in any new programme of work. These are:

(a) Other organizations' work in the field of multimodal transport;[17]
(b) Container standards/dimensions and statistics;[18]
(c) Expansion of the Automatic System for Customs Accounting and Statistical Acquisition, Control and Management (ASYCUDA) to include transport statistics;[19]
(d) Continuing examination of technological developments including the development of the MULTISHIP programmes;[20]
(e) Guidance on implementation of the MT Convention;[21] and
(f) Technical co-operation.[22]

75. *Other organizations' work in the field of multimodal transport* - The Committee has on several occasions (see e.g. the Report of the Committee on Shipping on its thirteenth session (TD/B/C.4 (XIII)/Misc.2, para. 115) emphasized the need to keep this subject under regular review. The secretariat shares this view, but feels it might be sufficient if reviews were only reported to the Committee say every third session. Since the last review was submitted to the thirteenth session,[23] the next would then be due for the sixteenth session. Although the secretariat suggested, during the thirteenth session, that the Committee reformulate its mandate to the secretariat precisely, the Committee did not do so. In the absense of any such reformulation, the secretariat takes it that reporting to the sixteenth session and every third session thereafter will suffice.

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17 Committee on Shipping decision 36 (IX) para. 1.

18 Committee on Shipping decision 36 (IX) para. 4.

19 Committee on Shipping resolution 61 (XIII) para. 23.

20 Committee on Shipping resolution 60 (XII) para. 5.1.

21 Committee on Shipping decision 47 (X) para. b).

22 Committee on Shipping decision 36 (IX) para. 11.

23 *Work Programme on Shipping*, (TD/B/C.4/314), paras. 31-36.

76. *Container standards/statistics* - As reported elsewhere in this paper, the secretariat is monitoring the developments in container standards. Closely connected with this task is that of developing reliable statistics on containers. In view of the paucity of readily available data, the secretariat is endeavouring to make progress in this field and, it is hoped, will in due course be able to satisfy the request by the Committee on Shipping in resolution 60 (XII) 5. For additional information, please see document TD/B/C.4/329 paras. 50-65.

77. *Transport statistics* - Progress has been made on the expansion of ASYCUDA to include transport statistics. The Government of Italy has made a large donation to the ASYCUDA project to allow a module on transport statistics to be developed. The Shipping Division has been working closely with the ASYCUDA project to ensure the objectives of resolution 61 (XIII) paragraph 23 will be achieved. Consultants have been engaged and it is expected that tests on the new module can be commenced within 1991. The Shipping Division will continue to be closely involved in this work and will be reporting thereon in due course.

78. *Technological development* - The accelerating pace of developments in the field of EDP and EDI is of very great concern for developing countries. The pace is now so fast that it is becoming increasingly difficult for the countries to keep up. With the progress made in EDI in developed countries, there is a very great risk that developing countries will be left irrevocably behind in the technological race unless considerable additional resources are redirected towards this area, both by the developing countries themselves and by the secretariat. The secretariat has already taken some steps, within available resources, to keep abreast of developments. It has, since September 1988, actively participated in the ECE Committee on the Development of Trade's Working Party on Facilitation of International Trade Procedures (WP.4) meetings and has in this connection also participated in some of the EDIFACT meetings relating to the development of the message on international forwarding and transport message (IFTM). The IFTM is only one of a number of UN/EDIFACT messages in the process of being developed and it is of critical importance that developing countries become aware of these messages and the possibilities their use open. The secretariat is already incorporating information concerning this work in its ongoing technical co-operation activities. Feed-back from such technical co-operation activities may later be utilized as input for reports to the Committee. For further details please see paras. 14-39 in document TD/B/C.4/328, "Developments in multimodal transport".

79. Development in the field of software packages for multimodal transport operators will also be monitored and work on the MULTISHIP software packages will continue. The secretariat will be reporting thereon from time to time. For further details please see paras. 40-47 in document TD/B/C.4/328 "Developments in multimodal transport", as well as paras. 88-93 below.

80. *Guidance on the implementation of the MT Convention* - This work continues, on request, under the secretariat's technical co-operation activities. Please see chapter II above. This work should, in line with the Group of Experts on Economic Co-operation among Developing Countries' recommendation no 7,[24] include assistance to those countries' development of multimodal transport and the provision of training of their multimodal transport operators.

C. Recent developments

81. In addition to the above mentioned tasks, there are several recent developments which have a direct and important impact on the development of multimodal transport in developing countries. Furthermore, in connection with its technical co-operation work, the secretariat has also been requested to look into a number of issues, but has been prevented from so doing either owing to the lack of a formal mandate from the Committee or because of a lack of resources. Some of these developments were recognized by the Group of Experts on Economic Co-operation among Developing Countries which met in Geneva 26-30 June 1989 as being important for the orderly development of trade. Such issues include:

(a) The building up of appropriate computer systems for daily operations in developing

[24] *Report of the Group of Experts on Economic Co-operation among Developing Countries in shipping, ports and multimodal transport*, (TD/B/C.4/321), para. 20.

countries;[25]

(b) The need for the establishment of EDI interchange links between shippers and the transport organizers;[26]

(c) The need to adapt the present transport-related information technology in developing countries to the new United Nations standards (UN/EDIFACT);[27]

(d) The need for studies on the effects of the development of total distribution cost services in the context of multimodal transport;[28]

(e) The need for harmonization and simplification of administrative (and Customs) procedures through the development of guidelines and models;[29]

(f) The need to establish national and/or subregional working groups that can assist with the introduction of multimodal transport in a country or subregion;[30]

(g) The need for developing countries to receive assistance with the creation of joint ventures that can engage in multimodal transport;[31]

(h) The need for additional training for both government officials and transport companies in developing countries wishing to engage in multimodal transport;[32]

(i) The need for the provision of information on conventions adopted but not yet in force;[33]

(j) The need for harmonization of national laws;[34]

(k) The effects of electronic data interchange on transport organizers and shippers;

(l) The need to evaluate the impact of new container dimensions on the economies of developing countries;

(m) The need to propose certain non-mandatory minimum standards for MTOs;

(n) The need to advise MTOs on the drafting of combined transport or MT documents;

(o) The need for a booklet containing the basic concepts of multimodal transport for officials and practitioners; and,

(p) The need for additional studies on multimodal sea/air transport.

D. Additional subjects

82. Modern transport is undergoing tremendous changes. In so far as multimodal transport is concerned, the development of this concept into full-fledged "logistics system" or "total transport system" or "international physical distribution system" is being undertaken on a "global" basis by a very small number of very powerful transport companies. Their aims, in all cases, are twofold:

(a) To deliver an attractive product at the right time and at the right cost to the consumer; and,

(b) To increase the transport operator's market share (and profits).

83. While there can be no arguments over the desirability of aim (a), aim (b) may be less welcome,

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25 *Idem*, recommendation 12.

26 *Idem*, recommendation 4.

27 *Idem*, recommendation 17.

28 *Idem*, recommendation 7.

29 *Idem*, recommendation 17.

30 *Idem*, recommendation 17.

31 *Idem*, recommendations 3 & 7.

32 *Idem*, recommendation 7.

33 *Idem*, recommendation 16.

34 *Idem*, recommendations 15 and 16.

if the operators are exclusively drawn from developed countries. However, the sheer sophistication required to achieve aim (a) makes this an impossible task for all but a handful of transport companies.

84. If air-carrier-based companies are excluded (owing to the relatively small tonnages carried when compared to surface-based companies) the total number of companies that successfully would manage to offer global or near-global total multimodal transport/physical distribution services by year 2000 would quite likely not exceed twelve. What is even worse is that it is quite possible that of these twelve companies only about four would come from what are today still called developing countries. In ten years time they will probably no longer fall in that category.

85. It should be noted that such "mega carriers" have their main trades on the all-important east-west routes. On these they only compete with transport operators from developing countries to a limited extent. Some might thus attempt to dismiss the technological developments referred to above as not very important to transport operators from developing countries. Nothing would be further from the truth! Once east-west trades have reached a certain level of sophistication, pressure invariably commences towards the introduction of similar procedures in trades that directly touch developing countries. For some countries, particularly those on the east-west links, e.g. India, Malaysia, etc., this of course is already happening. MTOs operating in these trades will then have to compete with carriers that offer extremely cost-competitive services. Cargo reservation laws that protect uncompetitive carriers will invariably fail as shippers will clamour for permission to utilize the most cost-effective carriers. Citation of losses to the economies of developing countries will not be difficult to document in support of such demands. The withdrawal of uncompetitive services by shipping companies from developing countries is (unfortunately) already underway. The Liner Code might then lose its relevance, developing countries' shares in liner trades would diminish and all what the Committee on Shipping has worked for over the last 20 years would have been in vain.

86. It is possible that a number of smaller companies will be able to offer some or even most of the facilities offered by the "mega carriers", particularly at a regional level, e.g. between Japan and South-East Asia, but elsewhere it is unlikely that they will be able to do so with the same level of sophistication. Furthermore, while the predominance of VO-MTOs may still be the rule, other transport companies are making inroads in the ranks of MTOs through mergers. Railways and road hauliers are already there. Other potential candidates might originate from large freight forwarders or even completely new entrants into the transport field created specifically to provide total multimodal transport/physical distribution services. An example here may be large tally or survey companies or warehouse operators.

87. It is quite likely that further mergers (hostile or friendly) will change the picture over the next decade with new constallations emerging. None is likely to have a developing country partner in the real sense of the word; subcontractors, yes; but partners, no. That is, unless the Committee on Shipping takes up this issue.

88. The advances presently being made in applying EDI to transport issues in developed countries occur with almost frightening speed. In particular the development of data interchange systems, such as EDIFACT and the application of its standards, are taking effect in developed countries without developing countries' input and/or participation. Should this situation persist, the result will very soon be the creation of two distinct levels of transport operators, those (from developed countries) that use EDI and EDIFACT to its full advantage, and those (from developing countries) that do not. This might in turn result in transport operators from developing countries being placed at a competitive disadvantage so that the total transport costs to the shippers/consignees will be considerably higher if they use the technologically inferior operators. It was noted, in document TD/B/C.4/328, para. 20, that no examination of the implications of EDI on developing countries had been undertaken by any organization. The Committee may consequently find it useful to request the secretariat to undertake a study on the impact on the economies of developing countries of the introduction of EDI in the transport industry, particularly with reference to multimodal transport operations.

89. The word "sophistication" has been used repeatedly above. Unfortunately, it is the word that best describes the enormous range of tasks and services provided by these very large MTOs. Satellite transfer of documents, downloading of manifests directly onto Customs' computers, dial-in checking of status of shippers' goods (untouched by human hands - a computer handles the incoming request and replies by voice syntheziser); computer tracing of containers and chassis, again without human intervention; direct shipper/carrier/consignee computer linkage carefully tuned to guarantee "just-in-time" deliveries. Only an extremely limited number of transport operators from developing countries is today offering any of these services, and the chances that more companies - unaided - will be able to do so in the future may be remote.

90. This development becomes even more serious when considered in the context of the "mega total transport or multimodal transport operators" which have developed over the last couple of years. These transport operators control all the links of their transport chains from the factory of the shipper to the warehouse of the importer. If transport operators from developing countries wish to compete with such companies, they need to control similar lengths of the transport chain with the same degree of sophistication. The amount of capital required to do so will in most cases exceed the capabilities of most operators from developing countries. Consequently, it will be necessary to reach a high level of co-operation among unimodal carriers, be they from developed or developing countries, if they are to compete as MTOs with the above-mentioned "mega MTOs".

91. A possible result of the creation of mega carriers may be a decreasing need for freight forwarders where the big get bigger, the small find niches, while the medium-sized ones may find it increasingly difficult to survive. For these reasons, it may be necessary for freight forwarders from developing countries to improve their professional expertise through more training and possibly through the establishment of some minimum standards. Only if they meet such higher standards may they be able to compete for slots on the mega carriers' vessels. Similar minimum standards must be established for MTOs in order to enhance their standing in the eyes of the national shippers.

92. The development of "mega carriers" brings into focus the subject of regulation of MTOs. However, here two equally important aspects need to be considered. On the one hand, developing countries must safeguard their national interests through the introduction of the requisite level of regulations of multimodal transport operators, while on the other they must be assured of equal access for their multimodal transport operators into the trades of developed countries. It is important in this connection to realize that restrictive business measures work both ways so that developing countries must not introduce more restrictive measures than they are willing to face themselves in the developed countries.

93. While above the "software" of multimodal transport has been discussed, equally important is the "hardware", particularly the containers. The Committee on Shipping has repeatedly emphasized its concern over the changing in the standards of containers, and it is obvious that the latest growth in sizes may have serious impact on the infrastructure in many countries, developing as well as developed countries. In parallel with the development of "mega carriers" has now come the development of "mega lessors". This considerably decreases the competition between lessors and may consequently result in higher leasing costs or reduced availability of containers. For this reason MTOs in developing countries may need to consider the usefulness of creating container pools among themselves to reduce the container/slot ratio and thus the equipment costs. The Committee may wish to request the UNCTAD secretariat to study the possibility of creating such subregional container pools.

94. Finally, the need for additional dissemination of information on multimodal transport issues and of training in the field of multimodal transport must be stressed. The explosive growth in the deliveries of the secretariat's MT-Workshops testifies to the interest and the further need. Appropriate action must be taken to increase the delivery capabilities of these training activities if developing countries are to derive the benefits of multimodal transport in the years to come.

95. Consequently, the secretariat is of the opinion that there are several subjects which will be influencing the development of multimodal transport and which already have an impact on the economies of developing countries. It would seem that these subjects will require the urgent attention of the Committee. They include:

(a) The emergence of mega multimodal transport operators and the possible impact this development may have on the fragile economies of indigenous multimodal transport operators in developing countries;

(b) Possible entry barriers for freight forwarders and multimodal transport operators from developing countries to enter the international transport market;

(c) The possibility of creating container pools among multimodal transport operators in developing countries;

(d) The emerging concentration of market power within the container leasing industry and the effect thereof on the level of container leasing fees;

(e) The development of multimodal transport into physical distribution or "total transport" chains;

(f) The improvement of freight forwarding and multimodal transport in developing countries including the use of micro-computers;

(g) The usefulness of creating a professional association of multimodal transport operators;

(h) A study of the level of revenue sharing of multimodal transport operations between developing and developed countries;

(i) A study of the need for an international convention on freigh forwarding;

(j) A study of the impact of the introduction, by the transport industry, of EDI on developing countries; and

(k) Assistance with human resource development activities in the fields of multimodal transport and freight forwarding.

96. It may be possible to group the 27 subjects listed in paragraphs 81 and 95 into eight general areas, *viz.*:

(a) Electronic data processing in the context of modern transport and the effects on developing countries of the introduction of EDI development by highly sophisticated "mega total transport operators" relying on EDI and similarly advanced procedures which lock shippers into a vice from which it may be extremely costly to escape;

(b) The need to create large-sized joint-venture multimodal transport operators to counteract the emergence of "mega carriers";

(c) Minimum standards for multimodal transport operators;

(d) Regulatory aspects including harmonization and subregional co-ordination;

(e) The migration of multimodal transport into physical distribution or "total transport" chains;

(f) Freight forwarding issues;

(g) Improved information and training on freight forwarding and multimodal transport issues; and,

(h) Containerization issues.

97. While, in the opinion of the secretariat, all are equally urgent, an attempt has nevertheless been made in the summary and conclusions above to assign a certain priority to the list. Should the Committee agree on the urgency of these subjects, it may wish to request the secretariat to make available the necessary resources so that the work can be undertaken with all due speed.

98. Should the Committee on Shipping endorse these general areas of research, the UNCTAD secretariat would collaborate not only with the regional commissions but also with shippers' organizations, subregional industry organizations and NGOs including IATA and the ICC.

Annex I

Participants in the MT-Workshops delivered from 1984 to 1989

LOCATION Year	Total 1984 partici-pants	Total 1985 partici-pants	Total 1986 partici-pants	Total 1987 partici-pants	Total 1988 partici-pants	Total 1989 partici-pants	GRAND TOTAL:
Algeria				3			3
Benin		2	5			35	42
Botswana		2					2
Burkina Faso		3	2			4	9
Cameroon				20			20
Côte d Ivoire		10	16				26
Egypt				5			6
Ethiopia						23	23
Gabon		4					4
Ghana	2			3			5
Guinea			1		2		3
Guine-Bissau					1		1
Kenya	3			3		14	20
Lesotho		2					2
Madagascar				1			1
Malawi	1	12					13
Mali		2			2		4
Morocco				21			21
Niger						2	2
Senegal		1			14		15
Sudan	2			1			3
Swaziland		2					2
Togo						3	3
Tunisia				16			16
Uganda	1					2	3
U.R. of Tanzania		2		2		8	12
Zambia						1	1
SADEC		1					1
PTA		1					1
Total Africa	*10*	*44*	*24*	*75*	*19*	*92*	*264*
Bangladesh						4	4
China	2		24		4		30
India				33		91	124
Indonesia	2				62		64
Republic of Korea					1		1
Laos					4		4
Malaysia	1				27		28
Mayanmar						4	4
Nepal						4	4
Pakistan						35	35
Philippines					37		37
Singapore					3	1	4
Sri Lanka						3	3
Thailand	14				19		33
Viet-Nam					4		4
Total Asia	*19*	-	*24*	*33*	*161*	*142*	*379*
Bolivia						20	20
Peru						2	2
Chile					38		38
Columbia					22		22
Costa Rica				2	15		17
Dominican Republic					1		1
El Salvador					1		1
Guatemala				15	14		29
Honduras				1	1		2
Mexico				9	20		29
Nicaragua	1			3	5		9
Total Lat. America	*1*	-	-	*10*	*117*	*22*	*170*
GRAND TOTAL	30	44	48	138	297	256	813

Annex II

UNCTAD MT-workshops

Post-Appraisal by former participants

(summary of replies)

1. As of 1 January 1988, over 260 government officials and senior executives had participated in one or another of our UNCTAD multimodal transport workshops. You are one of them ! In order for us to assess the effects of the training you received, we are now asking all the former participants to answer, as faithfully as possible, the following questions. Please do not answer what you might think we would like to hear (it may not be as evident as one might think) but how you now, quite some time after the delivery, feel about the experience and how it may or may not have influenced your present day work. It is quite evident that not all of the former participants can have obtained the same benefits from participating, so even a negative impression will help us both to improve on the existing material and also better to select future participants so that they may be able to benefit from it.

Question 1

On reflection, did you learn anything *useful for your job* by participating in the MT-workshop?

A little	Something	A great deal
	13	29

Can you explain how?

- *Has helped me to project and explain proposals on multimodal transport. Exercises helped me in the drafting of new transport legislation [2 replies].*
- *I learnt a great deal about INCOTERMS, liability insurance, tariffs and MTO qualifications [3 replies].*

Question 2

Was this new knowledge recognized by your superiors?

Not at all	Reluctantly	Yes
2	4	34

Question 3

Was this new knowledge recognized by your peers?

Not at all	Reluctantly	Yes
	3	36

Question 4

Have you been able to utilize any of your new knowledge on multimodal transport in your job after you had returned home?

A little	Something	A great deal
9	16	17

Can you explain how?

- *Within my organization there is a substantial programme to get into NVOCC business and presently we are arranging the necessary tie-ups.*
- *We have been able to obtain an insurance cover for our freight forwarding operations.*

Question 5

Did this new knowledge which you brought back home result in any greater interest by your colleagues in multimodal transport?

A little	Something	A great deal
3	17	19

Can you explain how?

- *MT has now caught on with operators and most are trying to get into it despite the constraints of using own documents. However, considerable awareness has been generated and I forsee a great future in the coming 3-4 years.*
- *I shared the handouts with my colleagues in "mini-seminars" and at staff meetings.*
- *Colleagues interested in competitive point of view as MT is becoming popular so they need knowledge on it.*
- *Other colleagues would like to participate in similar workshops, but there are never enough places available.*
- *There are some constraints at national level that may affect application of MT in our country.*

Question 6

Did the fact that you had participated in the MT-workshop make any of your colleagues interested in also participating in one in the future?

Yes	No
39	2

Question 7

How many of your colleagues actually participated in a delivery AFTER the one in which you participated?

	Number of participants	None	A few
On your recommendation:	27	20	1
For other reasons:	6	replies	reply

Question 8

Have your duties changed since you returned from the delivery as a result of the new knowledge on multimodal transport you obtained by participating in the workshop?

Yes	No
4	34

Question 8 (a)

If your answer to question 8 was also affirmative, please advise in what way your duties have changed:

- *In my work programme I must (now) each year assign some time to deal with multimodal transport related activities.*
- *I am now aware of the background and working out ways and means on how we should introduce multimodal transport real fast.*
- *Port is becoming more involved in inland transport and EDI.*

Question 9

Have you been promoted since you participated in the workshop?

Yes	No
12	28

Question 10

If your answer to question 9 was affirmative, do you think that your new knowledge on multimodal transport had any influence on the decision to promote you?

Yes	No
5	7

Question 11

Have you left the organization you worked for at the time of the workshop delivery?

Yes	No
3	36

Question 11 (a)

If the answer to question 11 was affirmative, did the fact that you had participated in the workshop delivery have anything to do with this?

Yes	No
	3

Question 11 (b)

If the answer to question 11 (a) was affirmative, have you then been able to use anything you learnt in the workshop delivery in your new job?

Yes	No	A little

Question 12

Since your participation, have things changed in the transport sector of your country which could affect the development of multimodal transport?

Yes	No
27	13

Question 12 (a)

Please, explain.

- *There is a strong development in the corridor between Malawi and Dar es Salaam where there will be a need for MTOs, documents, etc.*
- *My participation in the workshop has helped concerned authorities to utilize my knowledge on the subject for framing various proposals in relation to multimodal transport of goods.*
- *Nearly 40 participants from Central America have been trained in multimodal transport through two workshops. They now know what MT is about and need a certain assistance to implement what they agreed are their priorities.*
- *A taskforce was appointed by the Government to recommend changes in the MT related laws. Taskforce made concrete recommendations Government which accepted them in principle. Taskforce consisted of people who attended the workshop.*
- *The Thai government has been developing the infrastructure.*
- *Participation [in the workshop] by senior people at the decision-making level obviously helps [the process of introducing multimodal transport.]*
- *I have been able to bring about positive changes in attitudes regarding multimodal transport.*
- *Country is becoming more aware of MT.*
- *EDI is developing.*
- *The ports are changing their documentation.*
- *Country is putting more emphasis on MT.*
- *MT will require lengthy education process of operators and users.*

Question 13

Have you been able to influence the introduction of multimodal transport in your country as a result of your participation in the workshop?

Yes	No	A little
12	5	23

Please, explain.

- *As Secretary of the shippers council, I have talked on the advantages of multimodal transport for imports and exports.*
- *Through "passing the word".*
- *Country formed a national co-ordination committee and a steering committee on EDI.*
- *I wrote articles, reports and speeches on MT.*
- *My country is land-locked so I try to push MT [2 replies].*
- *Yes, by introducing the concept to some transport operators.*

Question 13 (a)

In what way? [Has your country, for example, ratified the Hamburg Rules or the MT Convention, or is the country in the process of carrying out such ratification? Or have minimum standards for MTOs been introduced in your country? Or have you organized, participated in conferences or made speeches on this issue? Or have you maybe written reports or articles on multimodal transport?]

- *I could convince the concerned authorities of the need for providing a legal base for liabilities and responsibilities for MTOs and participated in the taskforce.*
- *I can present the ideas of multimodal transport to my colleagues in the office.*
- *I have participated as a lecturer at two UNCTAD workshop on multimodal transport.*
- *I have made speeches and written articles on multimodal transport.*
- *I have written reports on multimodal transport.*
- *I advised the Government in my official capacity on the proposed legislation on multimodal transport.*
- *A container corporation has been set up, and everywhere a suitable document is being pushed.*
- *I have made speeches on this issue.*
- *I have written a number of articles on multimodal transport. I received a railway award for one such article.*
- *Progress on minimum standards for MTOs. Workshop being organized by UNCTAD. I have contributed a case study on intermodalism in Maritime Asia.*
- *The country is now in the process of ratifying the Visby Protocol.*
- *Malawi has [already] ratified the MT Convention. I have written a number of articles on multimodal transport.*
- *Government has ratified Hague-Visby Rules.*
- *An MT committee is being set up by the government.*
- *Government is working to ratify the Hamburg Rules.*
- *MT is under study in the country.*
- *Yes, but only very little with basic introduction of MT to a few interested persons.*

Question 14

On reflection, do you have any suggestions concerning the distribution of knowledge on multimodal transport in your country? Could you perhaps suggest names of interested people, institutions and companies for us to contact when comes another opportunity for a multimodal transport workshop in your region?

- *Railways in Malawi are interested in more MT-workshops.*
- *More local workshops should be organized [4 replies].*
- *I am conducting a number of workshops on multimodal transport within my sector.*

- *A workshop on responsibilities and liabilities.*
- *I am planning to share my [new] knowledge with the local agents.*
- *Training of trainers for local deliveries.*
- *More UNCTAD workshops please.*
- *Chambers of commerce, railways, freight forwarding associations, universities etc.*
- *Perhaps a similar workshop at national level could be arranged.*

2. A general complaint has been that there are not enough spaces available in the workshops for interested participants. This complaint was voiced by many of the respondees.

Question 15

On reflection and from the experience you had after your participation in our Workshop, do you have any suggestions concerning issues which should have been covered and which were not given enough attention?

- *Difference between freight forwarders and MTOs. More details on qualifications of MTOs.*
- *Field visits to container depots.*
- *More emphasis on the practical problems of becoming an MTO.*
- *A separate workshop on ICDs and CFSs.*
- *Insurance aspects. Case studies on how to safeguard liabilities of freight forwarders.*
- *The actual cost economics of multimodal transport systems in real economic profile.*
- *A sepecial session to deal with legal issues in a specific country would be appropriate and useful.*
- *More emphasis on minimum standards for MTOs.*
- *More on cost-cutting measures.*
- *More on legal aspects.*
- *More to help MTOs in developing countries to compete with those of developed countries.*
- *More practical details for the private sector.*

Question 16

Would you be willing to collaborate with a regular ***Newsletter on Multimodal Transport*** by keeping us informed on the development of multimodal transport in your region??

Yes	No
34	6

Any other comments you might wish to make:

- *More courses on MT in the SADCC region.*
- *UNCTAD help in persuing development of a combined transport document would be helpful.*
- *I benefitted from attending the workshop.*
- *The self-test exercises are very useful and reduced the learning burden for those unfamiliar with shipping terms. On the whole the workshop was the best I have ever attended and rated very highly by the other participants.*
- *More MT-workshop deliveries are needed.*
- *Governments must be "pushed" so they do not forget multimodal transport.*
- *The experience and the important information has been great. Wish we could have more workshops in the near future.*